

## CLAIMS

I claim:

[c1] 1. A method for manufacturing an aircraft wing, the method comprising:  
providing a forward inboard wing portion;  
providing an aft inboard wing portion, wherein the aft inboard wing portion  
is configured to be attached to the forward inboard wing portion;  
providing an outboard wing portion, wherein the outboard wing portion is  
configured to be attached to the forward and aft inboard wing  
portions;  
attaching a chordwise wing insert portion to the forward and aft inboard  
wing portions; and  
attaching a spanwise wing insert portion to the outboard wing portion and  
the forward and aft inboard wing portions.

[c2] 2. The method of claim 1 wherein providing the forward inboard wing  
portion includes integrating an engine support structure with the forward inboard  
wing portion.

[c3] 3. The method of claim 1 wherein providing the aft inboard wing portion  
includes integrating a landing gear support structure with the aft inboard wing  
portion.

[c4] 4. The method of claim 1 wherein providing the outboard wing portion  
includes omitting engine and landing gear support structures from the outboard  
wing portion.

[c5] 5. The method of claim 1 wherein the aircraft wing is a second wing derived from a first wing, the first wing having the outboard wing portion and an inboard wing portion, the method further comprising:

defining, relative to the first wing, a chordwise separation line separating the outboard wing portion from the inboard wing portion; and  
defining, relative to the first wing, a spanwise separation line separating the inboard wing portion into the forward inboard wing portion and the aft inboard wing portion.

[c6] 6. The method of claim 5 wherein the first wing includes a leading edge, a trailing edge, and a wing-root, wherein defining the chordwise separation line includes extending the chordwise separation line from the leading edge to the trailing edge, and wherein defining the spanwise separation line includes extending the spanwise separation line from the wing-root to an intersection with the chordwise separation line.

[c7] 7. The method of claim 5 wherein the first wing includes an engine support structure, and wherein defining the chordwise separation line includes positioning the chordwise separation line at least generally outboard of the engine support structure.

[c8] 8. The method of claim 5 wherein the first wing includes a landing gear support structure, and wherein defining the spanwise separation line includes positioning the spanwise separation line at least generally forward of the landing gear support structure.

[c9] 9. The method of claim 5 wherein the first wing includes an engine support structure and a landing gear support structure, wherein defining the chordwise separation line includes positioning the chordwise separation line at least generally outboard of the engine support structure, and wherein defining the

spanwise separation line includes positioning the spanwise separation line at between the landing gear support structure and the engine support structure.

[c10] 10. The method of claim 5 wherein the first wing includes a leading edge, a trailing edge, an engine support structure positioned toward the leading edge, and a landing gear support structure positioned toward the trailing edge, wherein defining the chordwise separation line includes positioning the chordwise separation line at least generally outboard of the engine support structure, and wherein defining the spanwise separation line includes positioning the spanwise separation line at least generally between the landing gear support structure and the engine support structure.

[c11] 11. The method of claim 5 wherein the first wing includes a wing spar, and wherein defining the spanwise separation line includes positioning the spanwise separation line adjacent to the wing spar.

[c12] 12. The method of claim 5 wherein the first wing includes a forward wing spar and an aft wing spar, and wherein defining the spanwise separation line includes positioning the spanwise separation line adjacent to the aft wing spar.

[c13] 13. The method of claim 5 further comprising:  
positioning the outboard wing portion relative to the inboard wing portion to define a spanwise space between the outboard wing portion and the inboard wing portion;  
positioning the forward inboard wing portion relative to the aft inboard wing portion to define a chordwise space between the forward inboard wing portion and the aft inboard wing portion;  
interposing the chordwise wing insert portion between the forward and aft inboard wing portions in the chordwise space; and

interposing the spanwise wing insert portion between the outboard wing portion and the forward and aft inboard wing portions in the spanwise space.

[c14]

14. The method of claim 13 further comprising:

relofting the forward inboard wing portion of the first wing; and  
relofting the aft inboard wing portion of the first wing, wherein interposing the chordwise wing insert portion between the forward and aft inboard wing portions includes blending the forward inboard wing portion, the chordwise wing insert portion, and the aft inboard wing portion to provide a uniform airfoil section.

[c15]

15. A method for manufacturing an aircraft, the method comprising:

providing a forward inboard wing portion;  
providing an aft inboard wing portion, wherein the aft inboard wing portion is configured to be attached to the forward inboard wing portion;  
providing an outboard wing portion, wherein the outboard wing portion is configured to be attached to the forward and aft inboard wing portions;  
attaching a chordwise wing insert portion to the forward and aft inboard wing portions;  
attaching a spanwise wing insert portion to the outboard wing portion and the forward and aft inboard wing portions;  
providing a fuselage; and  
attaching the forward inboard wing portion, the aft inboard wing portion, and the chordwise wing insert portion to the fuselage.

[c16]

16. The method of claim 15 wherein providing the forward inboard wing portion includes integrating an engine support structure with the forward inboard

wing portion, and wherein providing the aft inboard wing portion includes integrating a landing gear support structure with the aft inboard wing portion.

[c17] 17. The method of claim 15 wherein the aircraft is a second aircraft derived from a first aircraft, wherein the first aircraft includes a wing having the outboard wing portion and an inboard wing portion, the method further comprising:

defining, relative to the wing, a chordwise separation line separating the outboard wing portion from the inboard wing portion; and

defining, relative to the wing, a spanwise separation line separating the inboard wing portion into the forward inboard wing portion and the aft inboard wing portion.

[c18] 18. The method of claim 17 wherein the wing includes a leading edge, a trailing edge, and a wing-root, wherein defining the chordwise separation line includes extending the chordwise separation line from the leading edge to the trailing edge, and wherein defining the spanwise separation line includes extending the spanwise separation line from the wing-root to an intersection with the chordwise separation line.

[c19] 19. The method of claim 17 wherein the wing includes an engine support structure and a landing gear support structure, wherein defining the chordwise separation line includes positioning the chordwise separation line at least generally outboard of the engine support structure, and wherein defining the spanwise separation line includes positioning the spanwise separation line between the landing gear support structure and the engine support structure.

[c20] 20. The method of claim 17 further comprising:

positioning the outboard wing portion relative to the inboard wing portion to define a spanwise space between the outboard wing portion and the inboard wing portion;  
positioning the forward inboard wing portion relative to the aft inboard wing portion to define a chordwise space between the forward inboard wing portion and the aft inboard wing portion;  
interposing the chordwise wing insert portion between the forward and aft inboard wing portions in the chordwise space; and  
interposing the spanwise wing insert portion between the outboard wing portion and the forward and aft inboard wing portions in the spanwise space.

[c21] 21. The method of claim 15 wherein providing the fuselage includes providing a forward fuselage portion and an aft fuselage portion, wherein the forward fuselage portion is configured to be attached to the aft fuselage portion, wherein the method further comprises attaching a fuselage insert to the forward fuselage portion and the aft fuselage portion.

[c22] 22. The method of claim 15 wherein the fuselage is a second fuselage derived from a first fuselage, the first fuselage having a forward fuselage portion and an aft fuselage portion, and wherein providing the second fuselage includes:  
defining, relative to the first fuselage, a fuselage separation line separating the forward fuselage portion from the aft fuselage portion;  
positioning the forward fuselage portion relative to the aft fuselage portion to define a space between the forward fuselage portion and the aft fuselage portion;  
interposing a fuselage insert in the space between the forward fuselage portion and the aft fuselage portion; and  
attaching the forward and aft fuselage portions to the fuselage insert.

[c23] 23. The method of claim 22 wherein the aircraft is a second aircraft derived from a first aircraft, wherein the first aircraft includes a wing having the outboard wing portion and an inboard wing portion, the method further comprising:

defining, relative to the wing, a chordwise separation line separating the outboard wing portion from the inboard wing portion; and

defining, relative to the wing, a spanwise separation line separating the inboard wing portion into the forward inboard wing portion and the aft inboard wing portion, wherein defining the fuselage separation line includes positioning the fuselage separation line adjacent to the spanwise separation line.

[c24] 24. The method of claim 23 wherein the wing includes a wing spar and the first fuselage includes a fuselage frame adjacent to the wing spar, wherein defining the spanwise separation line includes positioning the spanwise separation line adjacent to the wing spar, and wherein defining the fuselage separation line includes positioning the fuselage separation line adjacent to the fuselage frame.

[c25] 25. The method of claim 23 wherein the wing includes a forward wing spar and an aft wing spar and the first fuselage includes a fuselage frame adjacent to the aft wing spar, wherein defining the spanwise separation line includes positioning the spanwise separation line adjacent to the aft wing spar, and wherein defining the fuselage separation line includes positioning the fuselage separation line adjacent to the fuselage frame.

[c26] 26. A method for deriving a second aircraft from a first aircraft, the first aircraft having a first wing, the first wing having a first outboard wing portion, a first forward inboard wing portion, and a first aft inboard wing portion, the method comprising:

providing a chordwise wing insert portion;  
attaching the chordwise wing insert portion to a second forward inboard wing portion and a second aft inboard wing portion, the second forward inboard wing portion being sized and shaped at least generally similarly to the first forward inboard wing portion, and the second aft inboard wing portion being sized and shaped at least generally similarly to the first aft inboard wing portion;  
providing a spanwise wing insert portion; and  
attaching the spanwise wing insert portion to a second outboard wing portion and the second forward and aft inboard wing portions, the second outboard wing portion being sized and shaped at least generally similarly to the first outboard wing portion.

[c27] 27. The method of claim 26 wherein the first aircraft includes a first fuselage having a first forward fuselage portion and a first aft fuselage portion, and wherein the method further comprises:

providing a fuselage insert; and  
attaching the fuselage insert to a second forward fuselage portion and a second aft fuselage portion, the second forward fuselage portion being at least generally the same as the first forward fuselage portion, and the second aft fuselage portion being at least generally the same as the first aft fuselage portion.

[c28] 28. The method of claim 27 further comprising:  
attaching the second forward inboard wing portion to the second forward fuselage portion;  
attaching the second aft inboard wing portion to the second aft fuselage portion; and  
attaching the chordwise wing insert portion to the fuselage insert.



[c29] 29. A method for deriving a second wing from a first wing, the first wing having a leading edge, a trailing edge, a wing-root extending between the leading edge and the trailing edge, and a first wing area, the method comprising:

removing a spanwise wing portion from the first wing, the spanwise wing portion extending from the leading edge to the trailing edge to define an outboard wing portion and an inboard wing portion, the inboard wing portion including the wing-root;

removing a chordwise wing portion from the first wing, the chordwise wing portion extending outwardly from the wing-root between the leading edge and the trailing edge to define a forward inboard wing portion and an aft inboard wing portion;

connecting the forward inboard wing portion to the aft inboard wing portion;  
and

connecting the outboard wing portion to the forward and aft inboard wing portions to provide the second wing with a second wing area less than the first wing area.

[c30] 30. The method of claim 29 wherein the first wing includes an engine support structure, and wherein removing the spanwise wing portion includes locating the spanwise wing portion at least generally outboard of the engine support structure.

[c31] 31. The method of claim 29 wherein the first wing includes a landing gear support structure, and wherein removing the chordwise wing portion includes locating the chordwise wing portion at least generally forward of the landing gear support structure.

[c32] 32. The method of claim 29 wherein the first wing includes an engine support structure and a landing gear support structure, wherein removing the spanwise wing portion includes locating the spanwise wing portion at least

generally outboard of the engine support structure, and wherein removing the chordwise wing portion includes locating the chordwise wing portion between the landing gear support structure and the engine support structure.

[c33] 33. The method of claim 29 wherein the first wing includes an engine support structure positioned toward the leading edge and a landing gear support structure positioned toward the trailing edge, wherein removing the spanwise wing portion includes locating the spanwise wing portion at least generally outboard of the engine support structure, and wherein removing the chordwise wing portion includes locating the chordwise wing portion between the landing gear support structure and the engine support structure.

[c34] 34. The method of claim 29 wherein the first wing includes a wing spar, and wherein removing the chordwise wing portion includes locating the chordwise wing portion adjacent to the wing spar.

[c35] 35. The method of claim 29 wherein the first wing extends outwardly from a fuselage, and wherein the method further comprises:  
removing a fuselage insert from the fuselage, the fuselage insert defining a forward fuselage portion and an aft fuselage portion; and  
connecting the forward fuselage portion to the aft fuselage portion.

[c36] 36. A derivative wing derived from a baseline wing, the baseline wing having a first outboard wing portion, a first forward inboard wing portion, a first aft inboard wing portion, and a baseline wing area, the derivative wing comprising:  
a second outboard wing portion, the second outboard wing portion being sized and shaped at least generally similarly to the first outboard wing portion of the baseline wing;

a second forward inboard wing portion, the second forward inboard wing portion being sized and shaped at least generally similarly to the first forward inboard wing portion of the baseline wing;

a second aft inboard wing portion, the second aft inboard wing portion being sized and shaped at least generally similarly to the first aft inboard wing portion of the baseline wing;

a chordwise wing insert portion, the chordwise wing insert portion being interposed between the second forward inboard wing portion and the second aft inboard wing portion to structurally connect the second forward inboard wing portion to the second aft inboard wing portion; and

a spanwise wing insert portion, the spanwise wing insert portion being interposed between the second outboard wing portion and the second forward and aft inboard wing portions to structurally connect the second outboard wing portion to the second forward and aft inboard wing portions, the derivative wing having a wing area greater than the baseline wing area.

[c37]

37. The derivative wing of claim 36 further comprising:

a leading edge; and

a trailing edge, wherein the second outboard wing portion is connected to the spanwise wing insert portion along a chordwise separation line extending between the leading edge and the trailing edge.

[c38]

38. The derivative wing of claim 36 further comprising:

a leading edge;

a trailing edge; and

a wing-root, wherein the second outboard wing portion is connected to the spanwise wing insert portion along a chordwise separation line extending between the leading edge and the trailing edge, and

wherein the second forward inboard wing portion is connected to the chordwise wing insert portion along a spanwise separation line extending from the wing-root to the spanwise wing insert portion.

[c39]

39. The derivative wing of claim 36 further comprising:

a leading edge;

a trailing edge; and

a wing-root, wherein the second outboard wing portion is connected to the spanwise wing insert portion along a chordwise separation line extending between the leading edge and the trailing edge, wherein the second forward inboard wing portion is connected to the chordwise wing insert portion along a first spanwise separation line extending from the wing-root to the spanwise wing insert portion, and wherein the second aft inboard wing portion is connected to the chordwise wing insert portion along a second spanwise separation line extending from the wing-root to the spanwise wing insert portion.

[c40]

40. The derivative wing of claim 36 wherein the baseline wing includes a first leading edge having a first sweep angle, and wherein the spanwise wing insert portion includes a second leading edge having a second sweep angle, the second sweep angle being at least approximately equal to the first sweep angle.

[c41]

41. The derivative wing of claim 36 wherein the baseline wing further includes a first leading edge having a first sweep angle and a first trailing edge having a second sweep angle, and wherein the spanwise wing insert portion includes a second leading edge having a third sweep angle and a second trailing edge having a fourth sweep angle, the third sweep angle being at least approximately equal to the first sweep angle and the fourth sweep angle being at least approximately equal to the second sweep angle.

[c42] 42. The derivative wing of claim 36 wherein the baseline wing further includes a first engine support structure, and wherein the second forward inboard wing portion of the derivative wing includes a second engine support structure at least generally similar to the first engine support structure.

[c43] 43. The derivative wing of claim 36 wherein the baseline wing further includes a first landing gear support structure, and wherein the second aft inboard wing portion of the derivative wing includes a second landing gear support structure at least generally similar to the first landing gear support structure.

[c44] 44. The derivative wing of claim 36 wherein the baseline wing further includes a first engine support structure and a first landing gear support structure, wherein the second outboard wing portion of the derivative wing includes a second engine support structure at least generally similar to the first engine support structure, and wherein the second aft inboard wing portion of the derivative wing includes a second landing gear support structure at least generally similar to the first landing gear support structure.

[c45] 45. The derivative wing of claim 36 wherein the baseline wing further includes a wing spar, and wherein the chordwise wing insert portion is positioned adjacent to the wing spar.

[c46] 46. The derivative wing of claim 36 wherein the chordwise wing insert portion and the spanwise wing insert portion are contiguous.

[c47]

47. A derivative aircraft derived from a baseline aircraft, the baseline aircraft having a baseline fuselage and a baseline wing extending outwardly from the baseline fuselage, the baseline wing having a first outboard wing portion, a first forward inboard wing portion, a first aft inboard wing portion, and a baseline wing area, the derivative aircraft comprising:

- a derivative fuselage; and

- a derivative wing extending outwardly from the derivative fuselage, the derivative wing comprising:

- a second outboard wing portion, the second outboard wing portion being sized and shaped at least generally similarly to the first outboard wing portion of the baseline wing;

- a second forward inboard wing portion, the second forward inboard wing portion being sized and shaped at least generally similarly to the first forward inboard wing portion of the baseline wing;

- a second aft inboard wing portion, the second aft inboard wing portion being sized and shaped at least generally similarly to the first aft inboard wing portion of the baseline wing;

- a chordwise wing insert portion, the chordwise wing insert portion being interposed between the second forward inboard wing portion and the second aft inboard wing portion to structurally connect the second forward inboard wing portion to the second aft inboard wing portion; and

- a spanwise wing insert portion, the spanwise wing insert portion being interposed between the second outboard wing portion and the second forward and aft inboard wing portions to structurally connect the second outboard wing portion to the second forward and aft inboard wing portions, the derivative wing having a wing area greater than the baseline wing area.

[c48] 48. The derivative aircraft of claim 47 wherein the derivative wing further includes a leading edge and a trailing edge, wherein the second outboard wing portion is connected to the spanwise wing insert portion along a chordwise separation line extending between the leading edge and the trailing edge.

[c49] 49. The derivative aircraft of claim 47 wherein the derivative wing further includes a leading edge, a trailing edge, and a wing-root, wherein the second outboard wing portion is connected to the spanwise wing insert portion along a chordwise separation line extending between the leading edge and the trailing edge, and wherein the second forward inboard wing portion is connected to the chordwise wing insert portion along a spanwise separation line extending from the wing-root to the spanwise wing insert portion.

[c50] 50. The derivative aircraft of claim 47 wherein the baseline wing further includes a first leading edge having a first sweep angle and a first trailing edge having a second sweep angle, and wherein the spanwise wing insert portion includes a second leading edge having a third sweep angle and a second trailing edge having a fourth sweep angle, the third sweep angle being at least approximately equal to the first sweep angle and the fourth sweep angle being at least approximately equal to the second sweep angle.

[c51] 51. The derivative aircraft of claim 47 wherein the baseline wing further includes a first engine support structure, and wherein the second outboard wing portion of the derivative wing includes a second engine support structure at least generally the same as the first engine support structure.

[c52] 52. The derivative aircraft of claim 47 wherein the baseline wing further includes a first landing gear support structure, and wherein the second aft inboard wing portion of the derivative wing includes a second landing gear support structure at least generally the same as the first landing gear support structure.

[c53] 53. The derivative aircraft of claim 47 wherein the baseline wing further includes a first engine support structure and a first landing gear support structure, wherein the second outboard wing portion of the derivative wing includes a second engine support structure at least generally the same as the first engine support structure, and wherein the second aft inboard wing portion of the derivative wing includes a second landing gear support structure at least generally the same as the first landing gear support structure.

[c54] 54. The derivative aircraft of claim 47 wherein the baseline fuselage includes a first forward fuselage portion and a first aft fuselage portion, and has a baseline fuselage length, wherein the derivative fuselage of the derivative aircraft further comprises:

- a second forward fuselage portion, the second forward fuselage portion being at least generally the same as the first forward fuselage portion of the baseline fuselage;
- a second aft fuselage portion, the second aft fuselage portion being at least generally the same as the first aft fuselage portion of the baseline fuselage; and
- a fuselage insert interposed between the second forward fuselage portion and the second aft fuselage portion to structurally connect the second forward fuselage portion to the second aft fuselage portion, the derivative fuselage having a fuselage length greater than the baseline fuselage length.

[c55] 55. The derivative aircraft of claim 54 wherein the fuselage insert is positioned adjacent to the wing insert.

[c56] 56. The derivative aircraft of claim 54 wherein the baseline wing further includes a wing spar and the baseline fuselage further includes a fuselage frame,



and wherein the chordwise wing insert portion is positioned adjacent to the wing spar and the fuselage insert is positioned adjacent to the fuselage frame.

[c57] 57. The derivative aircraft of claim 54 wherein the baseline wing further includes a forward wing spar and a rear wing spar and the baseline fuselage further includes a fuselage frame adjacent to the rear wing spar, and wherein the chordwise wing insert portion is positioned adjacent to the rear wing spar and the fuselage insert is positioned adjacent to the fuselage frame.

[c58] 58. A wing insert usable with a baseline wing, the baseline wing having an outboard wing portion and an inboard wing portion, the inboard wing portion having a forward inboard wing portion and an aft inboard wing portion, the wing insert comprising:

- a chordwise wing insert portion, the chordwise wing insert portion configured to be interposed between the forward inboard wing portion and the aft inboard wing portion to increase an average chord of the inboard wing portion of the baseline wing; and

- a spanwise wing insert portion adjacent to the chordwise wing insert portion, the spanwise wing insert portion configured to be interposed between the outboard wing portion and the forward and aft inboard wing portions to increase a wingspan of the baseline wing.

[c59] 59. The wing insert of claim 58 wherein the baseline wing includes a first leading edge having a first sweep angle and a first trailing edge having a second sweep angle, wherein the chordwise wing insert portion of the wing insert has a second leading edge with the first sweep angle and a second trailing edge with the second sweep angle.

[c60] 60. The wing insert of claim 58 wherein the baseline wing includes an engine support structure, and wherein the spanwise wing insert portion of the

wing insert is configured to be interposed between the outboard wing portion and the forward and aft inboard wing portions at least generally outboard of the engine support structure.

[c61] 61. The wing insert of claim 58 wherein the baseline wing includes a landing gear support structure, and wherein the chordwise wing insert portion of the wing insert is configured to be interposed between the forward inboard wing portion and the aft inboard wing portion at least generally forward of the landing gear support structure.

[c62] 62. The wing insert of claim 58 wherein the baseline wing includes an engine support structure and a landing gear support structure, wherein the spanwise wing insert portion of the wing insert is configured to be interposed between the outboard wing portion and the forward and aft inboard wing portions at least generally outboard of the engine support structure, and wherein the chordwise wing insert portion of the wing insert is configured to be interposed between the forward inboard wing portion and the aft inboard wing portion between the landing gear support structure and the engine support structure.

[c63] 63. The wing insert of claim 58 wherein the baseline wing includes a leading edge, a trailing edge, an engine support structure positioned toward the leading edge, and a landing gear support structure positioned toward the trailing edge, wherein the spanwise wing insert portion of the wing insert is configured to be interposed between the outboard wing portion and the forward and aft inboard wing portions at least generally outboard of the engine support structure, and wherein the chordwise wing insert portion of the wing insert is configured to be interposed between the forward inboard wing portion and the aft inboard wing portion between the landing gear support structure and the engine support structure.

[c64] 64. The wing insert of claim 58 the chordwise wing insert portion and the spanwise wing insert portion are initially separate and configured to be attached to each other when installed.

[c65] 65. A derivative wing derived from a baseline wing having a baseline wing area, the baseline wing further having a first outboard wing portion, a first forward inboard wing portion, and a first aft inboard wing portion, the first outboard wing portion being spaced apart from the first forward and aft inboard wing portions by a spanwise wing portion, and the first forward inboard wing portion being spaced apart from the first aft inboard wing portion by a chordwise wing portion, the derivative wing comprising:

- a second forward inboard wing portion, the second forward inboard wing portion being sized and shaped at least generally similarly to the first forward inboard wing portion of the baseline wing;

- a second aft inboard wing portion, the second aft inboard wing portion being sized and shaped at least generally similarly to the first aft inboard wing portion of the baseline wing, the second aft inboard wing portion being connected to the second forward inboard wing portion along a spanwise connection line; and

- a second outboard wing portion, the second outboard wing portion being sized and shaped at least generally similarly to the first outboard wing portion of the baseline wing, the second outboard wing portion being connected to the second forward and aft inboard wing portions along a chordwise connection line, the derivative wing having a wing area less than the baseline wing area.

[c66] 66. The derivative wing of claim 65 further comprising:  
a leading edge;  
a trailing edge; and

a wing-root, wherein the chordwise connection line extends between the leading edge and the trailing edge, and wherein the spanwise connection line extends from the wing-root to the chordwise connection line.

[c67] 67. The derivative wing of claim 65 wherein the baseline wing further includes a first engine support structure, and wherein the second forward inboard wing portion of the derivative wing includes a second engine support structure at least generally the same as the first engine support structure.

[c68] 68. The derivative wing of claim 65 wherein the baseline wing further includes a first landing gear support structure, and wherein the second aft inboard wing portion of the derivative wing includes a second landing gear support structure at least generally the same as the first landing gear support structure.

[c69] 69. The derivative wing of claim 65 wherein the baseline wing further includes a first engine support structure and a first landing gear support structure, wherein the second forward inboard wing portion of the derivative wing includes a second engine support structure at least generally the same as the first engine support structure, and wherein the second aft inboard wing portion of the derivative wing includes a second landing gear support structure at least generally the same as the first landing gear support structure.